

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Please cancel claims 1-21.

22. (new) A drive train comprising:
- an internal combustion engine;
  - first and second electric drive units;
  - a first power branch that conducts a torque from the internal combustion engine, wherein the first electric drive unit exchanges power with the first power branch in partial operating ranges;
  - a second power branch are provided at least in partial operating ranges, wherein the second electric drive unit exchanges power with the second power branch in partial operating ranges; and
  - a pick off gear unit having a plurality of elements, by which the power of at least one of the first and second power branches is transferred to an output element,
  - wherein in a first operating position the power branches are coupleable directly to one another so that the power branches have a drive connection to one of the transmission element of the pick off gear unit, and
  - wherein in a second operating position the power branches are coupleable to one another via the pick off gear unit, the power branches having drive connections to two transmission elements of the pick off gear unit, respectively.

23. (new) The drive train as claimed in claim 22, further comprising clutches, by which in a first operating position the second electric drive unit is

placed in a drive connection with a transmission element which conducts a torque of the internal combustion engine, and by which in a second operating position the second electric drive unit is placed in a drive connection with the pick off gear unit.

24. (new) The drive train as claimed in claim 23, wherein the transmission element has a drive connection to a ring gear of the pick off gear unit.

25. (new) The drive train as claimed in claim 24, wherein the drive torque of the second electric drive unit has a drive connection to a ring gear of the pick off gear unit.

26. (new) The drive train as claimed in claim 22, wherein in the second operating position the second electric drive unit is connected to a sun gear of the pick off gear unit.

27. (new) The drive train as claimed in claim 26, wherein the pick off gear unit has a double planet gear which has a drive connection to the transmission element which is a ring gear and to a second ring gear of the pick off gear unit.

28. (new) The drive train as claimed in claim 22, wherein a sun gear of the pick off gear unit is connectable to a brake so as to be fixed to a housing.

29. (new) The drive train as claimed in claim 22, wherein a second ring gear of the pick off gear unit is connectable to a brake so as to be fixed to a housing.

30. (new) The drive train as claimed in claim 22, wherein a second ring

gear is connectable to the sun gear by a clutch.

31. (new) The drive train as claimed in claim 22, wherein a web of the pick off gear unit is connected to the output element so as to be fixed in terms of drive.

32. (new) The drive train as claimed in claim 31, wherein, in addition to the web, power is output via the transmission element that is a ring gear.

33. (new) The drive train as claimed claim 22, wherein the output element is an input element of a component transmission which is connected downstream.

34. (new) The drive train as claimed in one of claim 22, wherein the second electric drive unit is decoupleable from a force flow in partial operating ranges.

35. (new) A method for operating a drive train as claimed in claim 23, the method comprising:

under a first operating condition of the drive train, starting the internal combustion engine with the second electric drive unit switched off and the clutches opened by applying an output torque of the first electric drive unit to the internal combustion engine; and

under a second operating condition of the drive train, starting the internal combustion engine with the clutches closed, by applying both the output torque of the first electric drive unit and an output torque of the second electric drive unit to the internal combustion engine.

36. (new) The method as claimed in claim 35, wherein, under a third operating condition of the drive train, starting the internal combustion engine

with the clutches closed, by applying the drive torques of the first electric drive unit and of the second electric drive unit to the internal combustion engine via the pick off gear unit.

37. (new) The method for operating a drive train as claimed in claim 22, comprising, providing power with at least one of the internal combustion engine, the first electric drive unit and the second electric drive unit in partial operating ranges.

38. (new) The method as claimed in claim 37, comprising, in partial operating ranges, providing power with only the internal combustion engine.

39. (new) The method as claimed in claim 38, comprising, in partial operating ranges, providing power with the internal combustion engine with a feeding-back of energy into a battery via the second electric drive unit.

40. (new) The method as claimed in claim 37, comprising, in partial operating ranges, providing power with the internal combustion engine and one of the electric drive units, this electric drive unit being fed at least partially by the other electric drive unit which operates as a generator.

41. (new) A group of drive trains which each have a component transmission connected downstream of the output element, comprising

a first subgroup of drive trains,

which have an internal combustion engine and two electric drive units in which, between an output shaft of the internal combustion engine and an output element, a first power branch, which conducts the drive torque of the internal combustion engine, and a second power branch are provided

in which the first electric drive unit exchanges power with the first power branch,

in which the second electric drive unit exchanges power with the second power branch, and

in which a pick off gear unit is provided, by means of which the power of the first power branch and/or of the second power branch is transferred to the output element, in particular according to claim 1,

a second subgroup of drive trains for which a hydrodynamic torque converter is connected between the internal combustion engine and the output element in the installation area of the first and/or second electric drive unit.

42. (new) The group of drive trains as claimed in claim 41, wherein a third subgroup of drive trains, in which a starting clutch is intermediately connected between the internal combustion engine and the output element in the installation area of the first and/or second electric drive unit.

43. (new) The group of drive trains as claimed in claim 42, wherein the pick off gear unit is an input-end planet set of the component transmission.

44. (new) The group of drive trains as claimed in claim 41, wherein the pick off gear unit is an input-end planet set of the component transmission.